

**Amendments to the Claims:** This listing of claims will replace all prior versions, and listings, of claims in the application.

Listing of Claims:

1-15. Cancelled

16. (New) Hydraulic power-assisted steering system comprising a steering gear and a hydraulic actuator for assisting actuation of the steering wheel by the driver of a vehicle, comprising an electric motor which is coupled to the steering column and used as an additional torque actuator for actively applying an additional steering torque, also consisting of an electronic control and regulating unit (ECU),

wherein the electronic control and regulating unit (ECU) includes a determination unit for determining a steering torque and an evaluating and selecting circuit, by means of which a total value for applying the additional steering torque is determined in consideration of the determined steering torque or a quantity derived therefrom and a selected basic characteristic curve of steering (basic characteristic curve), and the total value of the additional steering torque to be applied includes a driver-dependent component and a driver-independent component.

17. (New) Power-assisted steering system as claimed in claim 16,  
wherein different predetermined characteristic curves can be selected for varying the application of the additional steering torque.

18. (New) Power-assisted steering system as claimed in claim 16,  
wherein the characteristic curve represents a characteristic curve of amplification conveying the additional steering torque to be applied in dependence on the steering torque applied by the driver and on an amplification factor.

19. (New) Power-assisted steering system as claimed in claim 16,  
wherein different predetermined characteristic curves for the variation of the application of the additional steering torque can be selected by way of a control variable ST that is directly or indirectly predefinable by the driver.

20. (New) Power-assisted steering system as claimed in claim 16,  
wherein the electronic control and regulating unit (ECU) is designed redundantly.

21. (New) Power-assisted steering system as claimed in claim 16,  
wherein the electric motor is coupled to the steering column by way of a gear.
22. (New) Power-assisted steering system as claimed in claim 16,  
wherein the amplification factors of the different characteristic curves are variable in response to the vehicle speed.
23. (New) Power-assisted steering system as claimed in claim 16,  
wherein a steering recommendation is given to the driver by means of the driver-independent component.
24. (New) Power-assisted steering system as claimed in claim 16,  
wherein the vehicle is stabilized and the vehicle dynamics is enhanced, respectively, by means of the driver-independent component.
25. (New) Power-assisted steering system as claimed in claim 16,  
wherein the additional steering torque is adapted to a vehicle course and a roadway course by means of the driver-independent component.
26. (New) Power-assisted steering system as claimed in claim 16,  
wherein the variations of the additional steering torque are effected by using a scaling factor  $\lambda$  or an amplification factor  $V$ , respectively, according to the relation  $V = 1/\lambda$ .
27. (New) Power-assisted steering system as claimed in claim 16,  
the power-assisted steering system further comprising the variations of the additional steering torque are effected by using a scaling factor  $\lambda$  or an amplification factor  $V$ , respectively, according to the relation  $V = 1/\lambda$ ,  
wherein the scaling factor  $\lambda$  or amplification factor  $V$  (where  $V = 1/\lambda$ ) is limited to a predefined value in a torque-dependent fashion.

28. (New) Power-assisted steering system as claimed in claim 16,  
wherein the means for the active application of the additional steering torque are designed as a unit that is arranged as a module at a steering-wheel-side end portion of the steering valve of a hydraulic power-assisted steering system.
29. (New) Method of controlling a hydraulic power-assisted steering system in which the actuation of the steering wheel by the driver of a vehicle is assisted by a hydraulic force or pressure and an electric motor which is coupled to the steering column is used as an additional torque actuator for actively applying an additional steering torque by way of an electronic control or regulation of the electric motor,  
wherein a total value of the additional steering torque is determined from a driver-dependent component and a driver-independent component in consideration of the additional steering torque or a quantity derived therefrom and a preselected basic characteristic curve of steering (characteristic curve).
30. (New) Method as claimed in claim 29,  
wherein a variation of the application of the additional steering torque is executed by way of selecting a characteristic curve from several different predetermined characteristic curves.